

BOOKBINDING by European methods with the best materials, and under European supervision at THE "DAILY PRESS" OFFICE Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS at the most reasonable prices. THE "DAILY PRESS" OFFICE. All prints are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

NO. 11,743. 二十七七千九百零九月一十二日光 HONGKONG, TUESDAY, NOVEMBER 5, 1895. 二年九月一十五年五十九百八千英港香

PRICE \$25 PER MONTH.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until payment is made.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only copies for Cash.

Telegraphic Address Press, Telephone No. 1.

P.O. Box 20.

NEW ADVERTISEMENTS.

PROMENADE CONCERT.

THURSDAY, 7th NOVEMBER.

INTIMATION.

A. S. WATSON & CO., LIMITED

A. S. WATSON & CO., LIMITED

VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with Hints for Gardening have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowing should be made in FINE WEATHER only and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lbs. each. \$1.75.

22 lbs. \$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS".

LAWN MOWERS.

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 12th August, 1895.

20

MARRIAGES.

On the 28th September, at the Parish Church, Ashford, Kent, by the Rev. F. F. Tindall, Vicar, MATTHEWS, second son of the late RICHARD C. MATTHEWS, Esq., of London, and MARY JADELL, widow of the late Dr. C. A. ARNOLD, Nagasaki, Japan, and only daughter of the late Captain H. O. Munn, Th. Royal Fusiliers.

On the 1st October, at the Church of St. Michael, All Angels, Croydon, by the Rev. Canon Moore, M.A., Rector of Croydon, the Rev. H. H. Moore, M.A., of Keble College, Oxford, and late of Tokyo, Japan, to FLORENCE, eldest daughter of the late C. H. CUSHING, Esq., F.R.A.S., of Southgate, Croydon.

DEATHS.

At his residence on the 4th November, at 6 a.m., LOUIS MENTER, of Atona, Germany; aged 51 years.

On the 23rd September, 28, Penpole Road, South Norwood, MICHAEL RONNEY, aged 75, suddenly, late of Forness.

The Daily Press.

HONGKONG, NOVEMBER 5TH, 1895.

It is gratifying to observe the warmth with which the proposal of the Blackburn Chamber of Commerce to send a commercial mission to China has been received. It is time that British merchants were up and doing, for while the foreign trade of China has been rapidly expanding Great Britain's share in it has been almost stationary, and in some lines shows a positive decline. Other nations have been gaining on us in the race, notably our German friends, who have adopted themselves more readily to the changing conditions and have also enjoyed an advantage in being able, by the kindness of British shippers, to send their goods out at lower rates of freight than their British rivals. Now that China is beginning to manufacture cottons for herself the decline in the import of these goods from Great Britain is likely to become still more rapid unless steps be taken to scientifically study the capabilities of the market and to introduce new classes of goods. Much of the non-expansiveness of British trade must be attributed to errors in our commercial system, but while that is a matter for commercial men themselves to look to, political action is also required to remove the obstacles that exist to the distribution of goods.

In this direction Russia is supplying us with a capital object lesson. She has taken in hand the rich but undeveloped country of Manchuria, is about to connect Port Arthur with her Trans-Siberian Railway and to build subsidiary lines in various directions for the opening up of the different districts, and by next spring we shall probably see a branch of the new Russian Bank established at Port Arthur, which place may then be considered as fairly launched on a career of progress that will rival that of San Francisco, Vancouver, and the other ports of the American "Pacific Slope." While Russia has thus been asserting herself and securing material advantages England has been floundering helplessly about and is unable to secure even the treaty rights of the transit pass system in the southern provinces, much less the opening of the West River or the construction of railways. It is time that all this was altered. It is stated that the recent Franco-Chinese treaty was signed by the Chinese unwillingly and without any time being afforded them for reflection. The portions of that treaty relating to territorial concessions, it is further stated, will not be ratified, owing to the opposition of England to China ceding what was not hers to cede; but the commercial clauses will be brought into force, and are indeed being already acted upon, as the new Consular appointments show. England must follow the example of her neighbours and make China, whether willingly or unwillingly matters not, concede such reasonable facilities as are required for the expansion and development of trade, the

demands including the opening of the West River, and, possibly, the construction of a railway from Nanking to Pekin, the line to be under British administration for a specified term of years. The railway question may require further examination before it is definitely pronounced upon, but as to the West River there can be no division of opinion. China should be told in plain words that whether she likes it or not, that important waterway must without further delay be opened to foreign trade and navigation and that the transit pass clauses of the treaty must be honestly observed. The Hongkong Chamber of Commerce has recently, it has been stated in a contemporary, addressed the dozen of the diplomatic body on these questions, which we think was a mistake in policy, for the co-operative system at Peking seldom results in anything tangible, what is everybody's business becoming no one's, besides which the action of the Chamber looks like helping on the decadence of British influence in China, of which we have heard so much of late and which is so painfully apparent. British influence must have sunk low indeed if the Chamber of Commerce in a British colony has to carry its appeals elsewhere than to the British Minister. If the action taken has the desired result, however, and the West River is opened, the colony will have cause for thankfulness; but we trust that while the diplomatic body is discussing the question the British representative will take the matter up firmly and energetically and receive such support from the home Government as to make his demands to be promptly complied with.

The silk ex Empress of Japan was delivered in New York on the 2nd instant.

The following appointment has been made at the Admiralty:—Com. W. F. Tunnard, to the Tamar.

The P. M. steamer Peru, with masts, &c., which left hence October 28 for San Francisco via Amoy, Nagasaki, Kobe, Inland Sea, and Yokohama, arrived at her destination on the 1st instant.

The question of the appointment of a successor to Sir Martin Durand and Mr. Howard, the first secretary of the Embassy in Paris, seems to have been publicly mentioned—excluding always that of Sir Robert Hart, those of Sir Martin Durand and Mr. Howard, the first secretary of the Embassy in Paris. It seems unlikely that the new post will be appointed, whilst Mr. Howard, for whom a resolution has been passed to publicly mention his name, probably not care to accept the post. It is exactly this question that seems difficult. There is no one with special knowledge or special claims, and scarcely any of those who would make a desirable occupant would care to accept it. The name of Sir E. M. Salter has doubtless occurred to some, but it is likely to be rejected, as his special attention in the recent future that such a transfer would be undesirable. For the present, therefore, no name seems to suggest itself.

A mysterious crime has been committed on the Manla-Daguan railway. On the 23rd October, on the arrival of the train from Manla at San Fernan, at 8 p.m., it was discovered that the lead of the third class compartment was covered with blood and a woman's knicker and shoes were also found. It was inferred that a crime had been committed and on the line was searched the body of a native woman was found with several wounds upon it caused by stabbing. A letter was found in the train addressed by one woman to another, bearing upon her that her husband had been in the army and that she had returned and was looking for her to kill him on account of her infidelity during his absence. The theory is that the husband had met the woman and either by threats or promises had induced her to travel with him to the train and when they were alone in the compartment had attacked her with knife and then, after stabbing, left her at a point where the speed was moderate enough to permit of this being done in safety. Another theory is that the letter was a blind and that the object of the crime was robbery. The body was not identified.

The C. P. steamer Empress of India arrived at Shanghai at midnight on Friday, 1st instant, and left at 10 a.m. on Sunday for Hongkong, to arrive hence October 28 for San Francisco via Amoy, Nagasaki, Inland Sea, and Yokohama.

A promenade concert will be given at the Volunteer Field on Saturday. Thursday evening it is intended to be devoted to winter relief among the poor in the East End and other poor parts of London.

In our issue yesterday morning it was stated that telegraphic communication with Amy was interrupted. Amy was a mistake for Formosa. Communication with Amy is proceeding as usual.

The C. P. steamer Empress of India arrived at Shanghai at midnight on Friday, 1st instant, and left at 10 a.m. on Sunday for Hongkong, to arrive hence October 28 for San Francisco via Amoy, Nagasaki, Inland Sea, and Yokohama.

A draft of ten non-commissioned officers, sixty-four gunners, and six trumpeters, R.A., was made when the mail left being prepared at Portsmouth for embarkation to Hongkong, Ceylon, and Singapore, about 13th October.

The Baltic arrived in port yesterday morning and will go into dock this afternoon. Of course it is impossible to tell the vessel what is the extent of the damage and how long it will take to effect the necessary repairs.

On 22nd December the senior officer on the revised list of the British Army, and the father of the Royal Marines, General Sir Anthony Strachan, will be ninety years of age. He was adjutant and brigadier-major of Marines in the first China War of 1840-41.

According to the Novosti, a concession to establish a railway between the Amur Government on the coast of the Amur Straits, has been granted by the Russian Government to a Franco-Dutch syndicate, after endeavours to enlist Russian capital in the enterprise had failed.

The seven griffins which arrived from Shanghai were drawn for at Mr. Kenney's stable yesterday afternoon with the following:—12 grey, Dr. Nohel; 12 grey, Mr. Dumbleton; 12 grey, Mr. H. H. T. Whitchurch; 12 grey, Mr. W. Graham; 16 grey, Mr. D. Peacock; 17 black, Dr. Lowson; 15 grey, Mr. J. D. Humphreys.

The torpedo catcher Fei Yine, which has just been constructed at the Yulian Wharf at Swinemünde for the Chinese Government, underwent her gunnery trials at Kiel on the 2nd of September. The vessel, after taking on board 220 long tons of coal, 100 lbs. of gunpowder, and 100 lbs. of gunnery stores, and 16 men, started for Amoy, and arrived at this port yesterday, they were received by Inspector Quinney, but no trace of the missing treasure could be found.

With regard to the statement published by some German newspapers that in the negotiations for a Commercial Treaty between Germany and Japan, the concessions to be made on either side had already been agreed upon, the Deutsche Sonntagszeitung says that this is by no means the case. The German demands of Tokyo, and there is every reason on both sides to find a basis of agreement. But in the matter of concessions and privileges to be granted in return, nothing definite has yet been determined.

We regret to have to record the death of Mr. Louis Mendel, which occurred yesterday morning. Mr. Mendel was a well-known figure in commerce and social circles in London. He knew every one and everything that was going on and was always entertaining when in company. The flag of the Club Germans was down at half-mast in memory of Mr. Mendel, who came to the East in 1887 to join the firm of Messrs. & Sons, and remained there for a few years. He retired in 1893 and went home, but came out again some time afterwards and established himself as a share broker.

Amongst the vessels launched on the Clyde during September were the following:—Tremie, steel screw steamer of about 4,650 tons, with triple-expansion engines by the builders, by Messrs. D. & W. Henderson & Co., Parton & Co., and the China Steam Navigation Company, Limited, London. Wulfrun, steel screw steamer of 2,830 tons, with triple-expansion engines of 1,000 h.p., built by Messrs. Greenock, for the P. & O. Steam Navigation Company. Ked Wo, steel twin-screw steamer of about 2,830 tons, with engines of 1,000 h.p., built by P. & O. at Greenock. Wulfrun, steel screw steamer of 2,026 tons, with triple-expansion engines of 900 h.p., built by Messrs. Robert Napier and Sons, Govan, for the Compagnie Messageries Flavillot, Cochinshio.

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The Christmas parcel mail closes to-morrow afternoon at three o'clock. The parcels are due in London on the 16th December.

The delivery of the English mail was begun at 11 a.m. yesterday. It was too rough to land the mail at Green Island, hence the delay.

The C. P. steamer Empress of China arrived at Shanghai at midnight on Friday and left again at 10 p.m. on Sunday for Vancouver via Nagasaki, Kobe, and Yokohama.

The steamer Flandre, with masts, &c., which left hence September 28 for San Francisco via Amy, Nagasaki, Inland Sea, and Yokohama, arrived at her destination on the 1st instant.

The Spanish corvette Don Juan de Austria left yesterday for Manila.

There were 2,141 visitors to the City Hall Museum last week, of whom 1,022 were foreigners.

The P. M. steamer City of Peking, with masts, &c., left Nagasaki for this port on the 2nd inst. at 7 p.m.

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NOTICE TO CONSIGNEES

STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of cargo from London or S.S. Sidon and Oregon, from Havre or S.S. Orléans, from Bordeaux or S.S. Nantes and Brest, Ville d'Avres and President Lévy Lallier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whose delivery may be obtained immediately after landing.

Optional cargo will be forwarded unless information is received from the Consignees before 11 A.M. on TUESDAY, the 29th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters, remaining unchanged after TUESDAY, the 5th November, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to master or before TUESDAY, the 5th November, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 5th November, at 3 P.M.

No Fire Insurance will be effected.

C. TOURNAIRE,

Acting Agent,

Hongkong, 29th October, 1895.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ULYSSES"

are hereby notified that the cargo is being discharged into Craft and/or landed at the Godowns of the Godown and Kowloon Wharf and Godown Company's risk. The cargo will be ready for delivery from Craft or Steamer on and after the 1st November.

Goods undelivered after the 7th November will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 8th November.

BUTTERFIELD & SWIRE,

Hongkong, 30th October, 1895.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALACCA"

FROM LONDON AND STRAITS. Consignees of cargo are hereby informed that their goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. on TUESDAY.

Goods not cleared by the 7th proximo, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned, when a representative of this Office will attend to examining them at 10 A.M. on the 9th and at 10 A.M. on the 11th proximo, after which no claims will be allowed.

ALE. WOOLLEY,

Acting Superintendent,

Hongkong, 31st October, 1895.

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

FROM GLASGOW, MANCHESTER, LIVERPOOL, AND SINGAPORE. THE Company's Steamer

"MOYUNE"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.

Goods undelivered after the 7th proximo, at 4 P.M. will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary is given before NOV. 7TH.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO.,

Agents,

Hongkong, 31st October, 1895.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE. THE Company's Steamship

"KUTSANG"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M. of the 2nd proximo will be liable to the Company's risk and expense until the Godowns are free.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO.,

General Managers,

Hongkong, 31st October, 1895.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (Feder & RUMATTINO UNITED COMPANIES)

STEAM FOR

SINGAPORE, PENANG, AND

BONBAY.

having concluded with the Godown's Master to aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levant, and South American ports up to Callao, taking cargo through route to Persian Gulf, Bagdad, and Barcelona, Valencia, Almeria, Almeria, and Malaga.

THE Steamship

"LETIMBRO."

Captain Di Marco will be despatched above NOV. 5TH, at noon.

At Bonaire the Steamers are discharging in Victoria Dock. Particulars regarding freight and passage, apply to

CARLOWITZ & CO.,

Agents,

Hongkong, 31st October, 1895.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE. THE Company's Steamship

"TAIWAN."

Captain R. Nelson will be despatched on

FRIDAY, the 8th November, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the original. A Refrigerating Chamber is also the property of First Class.

A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 20th October, 1895.

FOR NEW YORK.

THE 100 A.I. British 4-masted Bark

"KATTERHOHN."

John Williams is now loading here for the above port, and will have quick despatch.

For Freight, apply to

MELCHERS & CO.,

Agents,

Hongkong, 19th October, 1895.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

"NANCHANG."

Captain Finlayson, will be despatched TO

MÖRÖW,

the 6th inst.

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 1st November, 1895.

[2267]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAEILIC (via Amoy, Nagasaki, and Yokohama) at 10 A.M. on NOV. 18th, 1895, at DAWNTIME.

KOBÉ AND YOKOHAMA

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